App F IX 4

Previous References 1946 (ml 47)

File No 13-46

Serial Nos 42

Later Referenc s

GENERAL AND REVENUE SECRETARIAT

Serial Nos one

Part B for Nov'46

SUBJECT

Application of Mr R.N. Muza, Retired General manager, Mysore Railways for being appointed as a member of the Standing Committee for Railways.

L 7766 & 2-8-11-46

R

R. N. Muza
Retired G.M. Railways
Mysore

with reference to the information
that there is no vacancy
in the city Improvement Trust

General and Revenue Secretariat

Application of Mr R N Mirza, Asst Engr, Mysore, for being appointed on the Standing Committee for Rys, Electrical & Public Works Depts etc,

App F III 2

File No 11•9 of 194

Serial No

1) The Standing Committee for Rys, Electrical & Public Works consists of six non official members of whom 4 are to be elected from the Representative Assembly and 2 from the Legislative Council Therefore, under the existing rules governing the Constitution of this Committee it does not seem possible to find a place for Mr RN Mirza on this Committee

I may mention for the information of the Hon'ble Minister that Mr Mirza is already a member of the "Public Works and Transport" Committee of which Mr J Imam is the Chairman

Min for Rev)

RL 6/11/46

6/11

2) I am aware of this but this is the reason why Govt must mention any thing about it on the application

OFFICE OF THE MINISTER FOR REVENUE
No. 3520
Date. 6.11.46.

3) May we please ask the Concerned Secretariat for dealing with the request about membership on the Bangalore Improvement Board Committee

6/11

SEN & REV SECRETARIATE
9 NOV 1946
L S O BRANCH

4) Revenue Education Secy w/c)

RL 6/11/46

6/11

2/11

Mr Imam appd

7/11/46

NOTL—Contn Sheet

Serial No

5) There is no vacancy, at present, in the Bangalore City Improvement Trust Board which consists of 11 members

6) The opinion of the Chairman, C.I.T. Board, Bangalore, may perhaps be obtained unofficially in the matter

} 46?1/14/11

} This would serve no useful purpose as there is no vacancy for

7) for personal orders Mr Mirza may perhaps be informed as above

Tu 13/11

Tu 14/11/46

Lapse

14/XI

8) Submitted with a draft reply accordingly

Tu 15/11

Draft approved

15/11/46

for perusal before issue

Minister for Edn

12/XI

22/11/46

Yes

22/XI

To Mr R M Mirza Retd Ex Member
L 7768 dt 28-11-46
Informing that there is no vacancy in the Trust Board

B

OFFICE OF THE MINISTER FOR EDUCATION & P W
Date 16 11 46
No 3754

TYPING SECTION
CITY IMPROVEMENT TRUST BOARD

WD 03814—GPB—15,000—20-7-46

Rajasevaprasakta
R N Mirza

Mr 13-46-62

22, Grant Road,
Bangalore

1st NOV 1946

To

The Minister for Revenue & Railways,
Government of Mysore,
Bangalore.

OFFICE OF THE MINISTER FOR REVENUE
No P 1117
Date 1.11.46

Sir,

I have the honour to place before you, a request of mine, for your kind consideration

I joined Mysore State Railways in the good year 1912, and having worked in various capacities, retired as the General Manager of this Class I Railway, in August 1944

I sincerely trust that you will kindly not consider me as "thrusting" if I say that I would like to respectfully offer in honorary capacities, the benefit of my 32 years of railway experience of varied nature My only excuse is enthusiasm and a desire for a congenial occupation in my retirement

There are committees such as (1) Advisory Committee for the Railways (2) Standing Committee for Railways, Public Works and Electricity, (3) the Trust Board Committee (which was to deal with railways in the new Bangalore West Expansion Scheme) and when I see the names of other gentlemen filling up all the vacancies, I feel "left out". May I with due respect request your goodself to give me a place on one of these committees when they are reconstituted once again?

I also notice from various frequently occurring reports in the newspapers, that Bhatkal is coming into prominence I enclose for the favour of your perusal, a Government order of 1915 according to which I surveyed the harbour of Bhatkal and the Railway trace from Shimoga to the port (1915 up to 1919), and prepared the Reports

I feel almost certain that a committee will be appointed sooner or later to deal with the Railway and Harbour problems arising regarding Bhatkal and also the Chamarajanagar-Satyamangalam line If Government would deem it fit to appoint me in some honorary capacity, for example as an ADVISOR TO GOVERNMENT (RAILWAYS)

I would certainly do my utmost to deserve that privilege. May I enclose for the favour of your perusal a small printe note concerning Railway matters?

I shall feel much obliged if you will be good consider the requests made in my letter

I have the honour to be,
Sir,
Your most obedient servant,

B N Murthy

D O letter No 104, dated 20th October 1915, from the Railway Secretariat (from Mr P Lakshminarasimha Rao, Under Secretary for Railways to Mr Y K Ramachandra Rao, Personal Assistant to the Engineer-in-Chief)

----- o -----

Government approve of the Engineer-in-Chief's proposal to transfer Mr R N Mirza to the Bhatkal Survey Project, Mr King being placed in temporary charge of the No 2 Sub-Division of No 1 Division, Mysore Arsikere Railway Formal orders will issue in due course

2 As the matter is urgent, please arrange by wire, if necessary, to have Mr Mirza relieved at once to enable him to accompany Sir Francis Spring, K C I E , who is expected here on the 6th proximo, on his tour over the Ghauts

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No 10646/F1 349 Dated Bangalore, the 30th October 1915

In confirming my telegram of date reading as under --

"Mirza posted Bhatkal Survey relieve him "

" Immediately, instructions follow"

I herein enclose for your information and guidance a copy of D O Letter No 104 dated 20th instant received from the Railway Secretariat and request you to kindly direct Mr Mirza to hand over charge at once and report himself to this office for further instructions

Sd/- Y K Ramachandra Rao,
For Engineer-in-Chief,
State Railway Construction

No 1535/22 Dated Mysore, the 1st November 1915

Copy of the above is forwarded to Mr R N Mirza, Assistant Engineer, Yedatore, for information and the needful

Sd
Executive Engineer,
Mysore Arsikere Railway,
No 1 Division, Mysore

29-10-46

Mr Chairman and Members of the Public Works and Transport Committee

I am sure that we have all received with a sense of gratification the booklets sent by the Secretary of this Committee with his No P W T 15, dated 25th July embodying partly the result of our discussions under the worthy Chairmanship of Mushir-ul-Mulk J M Imam In the brochure marked Group IV Railways we find mentioned most excellent schemes, and I think we can agree that the Railway Administration cannot be expected to tackle all the schemes at one time In this connection may I make one observation? A Railway system is like a chain built up with a variety of links and if there is a weak link that system cannot be expected to work 100% and so while we would certainly carry out all the works enumerated in good and reasonable time there is one improvement which deserves in my humble opinion immediate attention For the last ten years we have been realising that the existing Bangalore City Railway Station yard forms a very weak link and hinders operating seriously The War interfered with our Railway construction programme but now the new scheme sanctioned in 1944 for locating a Goods Yard on the Yeswantpur-Nayandhalli Chord Line has-I think-met with everybody s approval and so I submit to the President and the Committee that we address the Government to take up as soon as possible the work of constructing the Chord Line and the new Goods Shed and that a survey also be carried out immediately for locating a very short Broad Gauge line from the Malleswaram Road Broad Gauge level crossing to the proposed new Goods Shed to form a small branch to carry Goods traffic from Madras end so that all transhipment work can be carried out there in the near future leaving the existing Railway Station entirely free I am sure the General Manager, M S Railway will be good enough to bear me out when I say that the present Bangalore City Yard is antiquated and brings some times unnecessary and uncalled for criticisms on the staff

Mr Chairman and Gentlemen on the 15th of April when we met, you were kind enough to hear me about certain Railway schemes which many of us have had in our minds for several years past and I hope you will permit me to go over briefly a part of the ground covered last time

If we refer to the minutes of the meeting held in April last we find that we came to an agreement on the following two propositions -

I

Forming a through all Broad Gauge route from Peshawar to Cochin (via Guntakal, Bangalore and Jalarpet), by converting the existing Guntakal-Bangalore Metre Gauge line 174 miles long into Broad Gauge, leaving the Metre Gauge from Guntakal to Dharmavaram undisturbed so that the existing Metre Gauge connection to Pakala Katpadi and further South remains as it is

It is not so difficult to convert a line from one gauge to another Of course all kinds of previous engineering and traffic arrangements have to be made months ahead but the actual conversion takes place overnight Not very long ago the South Indian Railway Engineers converted the Erode-Trichinopoly line (88 miles) and the Shoranur-Cochin line (72 miles) from Metre Gauge to Broad Gauge line I might as well inform you that the Railway Board do not seem to be in favour of this scheme holding out that the communications between Bombay and Bangalore would be developed at a considerable cost to the communications in the areas served by the Metre Gauge at present We cannot hold the same view and we will come back to this once again later on I for one feel that the above mentioned plan of converting the Metre Gauge into Broad Gauge is an infinitely superior substitute to what is known at present as the Grand Trunk Express route

If a continent like Europe (with a variety of races) can have a through one gauge from Constantinople to London and if a country like

Australia is prepared to scrap all its different gauges and to spend 114 crores of rupees to gain the national objective of a through gauge, why should we not aspire to possess a Broad Gauge Grand Trunk Railway line in its genuine sense ? Shall we have to wait till such time as when Provinces, States, Railways, Corporations and other great Industrial Organisations cultivate a new spirit and instinctively realize to brush aside the artificial barriers which we all are apt to raise in our minds while dealing with such national problems At any rate let us now come to the through Metre Gauge route proposition which we also agreed upon as an alternative

II

There is a definite hope here of something being accomplished in the near future I understand on very good authority that survey work with the object of building a railway has been taken up between Khandwa and Hingoli Khandwa is a Railway Station located both on the Metre Gauge and the Broad Gauge (G I P Railway) and Hingoli on the Metre Gauge system of Nizam State Railway So now if the intention is to definitely link up Hingoli and Khandwa in the NORTHERN half of India what about linking up the gap between two near-by towns (Chamarajnagar and Podanur) in the SOUTHERN half of India, by a Metre Gauge Railway ?

I will digress here a little and mention that Col R B Emerson Chief Commissioner of Railways (accompanied by Mr I S Puri the Financial Commissioner) met the Southern India Chamber of Commerce on 9th August 1946 and while discussing the wagon situation in India said there was a surplus of Metre Gauge wagons in India as a whole but most of these are on the Northern systems Some of them had to be transhipped to the Southern systems and more would be sent if necessary He said that when the proposed Metre Gauge link between the North and South now under survey is built the transfer of stock from North to South and vice versa will be greatly facilitated When he spoke of the Metre Gauge link I feel certain that the Chief Commissioner had in his mind only the Khandwa Hingoli Metre Gauge link Once the Hingoli-Khandwa link is built it is true that a Metre Gauge Train can travel from Bhatinda to South India without break but how ? The vehicle or vehicles would manage this by passing through Secunderabad Dronachelam Guntakal Dharmavaram Katpadi, Villupuram and on to South India and so the powers that be may turn round and say where is the necessity for Chamarajnagar-Podanur Metre Gauge Railway ?

Gentlemen this then is the point to watch Just at this stage, I may mention that the Railway Board are actively considering at present to take up a new Engineering Traffic and Air survey of the Chamarajnagar Satyamangalam Podanur possible railway route but it may be a year or two before we see the final report which again, will be criticised by other railways and so the point for consideration to which I have invited your kind attention, will always be there till that moment when we learn that the Chamarajnagar-Satyamangalam link has been sanctioned for construction What is more it may perhaps be pointed out that the benefit will mainly accrue to the State of Mysore Yes there is a definite and genuine answer for that

The Railway Board enunciates a policy that communications should not be developed at a considerable cost to the communications in some other areas, then the present time is just the opportune moment for this Committee to address the Railway Board and state if they do not convert the Guntakal-Bangalore line into a Broad Gauge one and also deny the construction of Chamarajnagar-Satyamangalam line, a vast tract country nearly 300 miles wide or (and not merely Mysore State) would be the sufferer just because of the intensive development of communications in a narrow belt 82 miles wide between Katpadi and Madras At present Arkonam is the key town through which all the Broad Gauge Traffic between North and South India must pass and when

the Khandwa Hingoli Link is built Katpadi will be the key Town through which all the Metre Gauge traffic between North and South India will pass and so from development of communications point of view, we would be all left high and dry Are we not going to say one word about this ?

This Committee is perfectly entitled to address the Railway Board and ask them courteously for their future programme and policy, explaining the view points mentioned above I must remind you of the words of the Chief Commissioner of Railways broadcasted on 11th December 1942 " The greater part of the Railways are now the property of the people of India and the future of the existing great undertaking and its development will depend upon the people I know that the Bangalore Trades Association addressed the Railway Board in March 1946 and got a reply I would go so far as to say that we should also approach the Ministers for Commerce and communications at Delhi At any rate for the present, I suggest that we write to the Secretary Railway Board and obtain a reply If permission is given I will read out the draft of a letter which I have prepared for submission to the President and your goodselves

We have been talking about a one gauge railway route from the North to the South, but what about our own little railway system Out of the 711 5 miles of Mysore State Railway system 102 2 miles are 2 -6' gauge lines connecting Bangalore and Bowringpet in the shape of a huge semicircle From operating and commercial point of view this 2'-6' venture has never been a success The true solution lies in converting the line into Metre Gauge costing about Rs 25,000 per mile This would immediately give us an additional Metre-Broad Gauge transhipping station at BOWRINGPET thus all the goods traffic going from Madras to Hindupur side would be transhipped at Bowringpet The final logical conclusion of this profitable venture would be to link up Chickballapur with Thondebavi or some point nearby so that goods traffic between GUNTAKAL area and KOLAR DISTRICT SIDE may ply without having to make a detour of many miles

Comparative maps often bring out points concerning transport and communications more vividly than by mere verbal or printed description just like a graph explaining variations in figures and so I have prepared two comparative maps showing a part of Mysore State Railway system as it is and as it might be

I have enumerated certain propositions to the Committee and I now conclude by summarising and submitting that -

(i) this Committee addresses the Government of Mysore to take up as early as possible the construction of Yeswantpur-Nayandahalli Chord line and the new Goods Shed as sanctioned in Government Orders No RS 108-16 Ry F 74-0L dated 15-7-1944 and RS 2393-2401 Ry F 74-0L dated 2-3-1944

(ii) that we address the Government of Mysore to request the Railway Administration to undertake a Railway Survey from just about the Malleswaram Broad Gauge Level Crossing to the new Goods Shed site The distance will be about 1½ miles The cost of the survey will be about Rs 2,750 and the cost of constructing merely the B G branch a Block Hut Station about 1½ lakhs

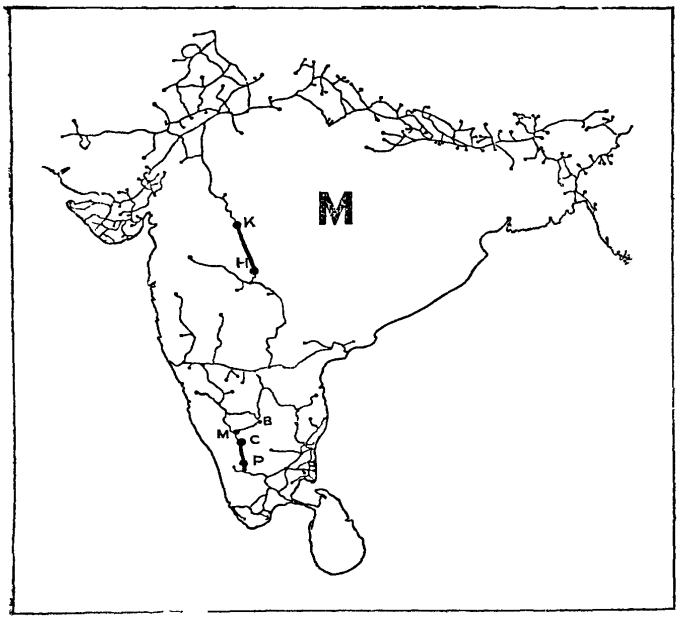
(iii) we submit to the Government of Mysore that all future renewals of sleepers on the 2'-6 line will be Metre Gauge size sleepers and request the Mysore State Railway Administration to prepare a five years programme to convert the 92 miles of 2'-6 line from Yelahanka to Bowringpet into Metre Gauge The cost of the conversion may range from 17 to 20 lakhs

(iv) we communicate our views in a suitable manner to the Railway Board regarding the necessity of constructing the Chamarajanagar-Sathyamangalam-Podanur Metre Gauge line Draft of a letter to the Railway Board embodying the main points is submitted to the Committee for favour of perusal, modification, as they may think fit

29th *October 1946*

R N MIRZA

The diagram below shows only the
METRE GAUGE RAILWAYS OF INDIA



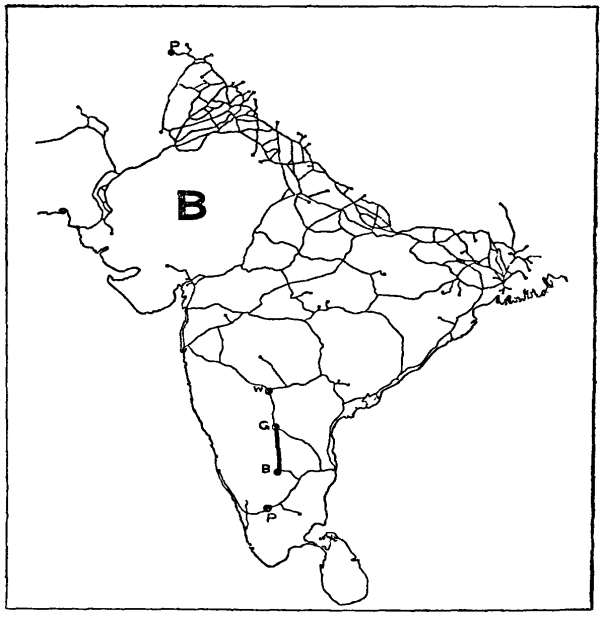
K=Khandwa on G I P Rly
H=Hingoli on N S Rly
B=Bangalore
M=Mysore
C=Chamarajanagar } on the Mysore State Rly
P=Podanur on S I Rly near Coimbatore

K to H=180 miles
C to P=112 miles

Bhatinda Railway Station which is both on the Broad and Metre gauge is at the very top

If the gaps between Khandwa and Hingoli Chamarajanagar and Podanur were linked by railway a through hinterland and METRE gauge route from North to South is possible

The diagram below shows only the
BROAD GAUGE RAILWAYS OF INDIA



P=Peshawar (in the North)
W=Wadia G I P Rly
G=Guntakal on M S M Rly Guntakal to Bangalore 174 miles Guntakal to Mysore 261 miles
B=Bangalore
M=Mysore
C=Chamarajanagar } on the Mysore State Rly
P=Podanur on S I Rly

Mettupalaiyam (for the Nilgiris) Coimbatore and Podanur Railway Stations are all near each other

If the existing Metre Gauge Railway line between Guntakal and Bangalore were to be converted into BROAD gauge, a more direct hinterland and through BROAD gauge Railway route connecting the North and South of India would be available

No L 7968 Ml 13-46-42

28/4/46

Dear Sir,

In reply to your letter dated 1-11 1946 addressed to the Minister for Revenue and Railways, requesting, among others, that you may be given a place on the Trust Board committee, Bangalore, I am directed to state that there is no vacancy, at present, in the City Improvement Trust Board, Bangalore

Yours sincerely

Rajaseva Prasakta
R. M. Mirza Esqr BE
Retired General Manager
22 Grant Road, Bangalore